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MYSTIC

Hunt-Richards Marriage Announced—
Death of Horace N. Wheeler—Birth-
day Party—Delegates to Waterbury
State Meetings.

Announcements have been received in the village of the marriage of Miss Frances Richardson, daughter of Mrs. Frank Richardson, and Aldrich Ellis Hunt, son of Mr. and Mrs. A. G. B. Hunt, of Stevensburg, Pa. The ceremony took place Saturday at St. John's Episcopal church, Newtonville, Mass. Mr. Hunt was a Mystic boy and resided on Broadway.

Children's Party.

Miss Gladys Barber, daughter of Mr. and Mrs. Everett Barber, celebrated her seventh birthday at her home on Willow street Monday. Games were played and refreshments served. A birthday cake with lighted candles pleased the little guests. Those present were Clarke Allen, Carl Travena, and others.

HEAD STUFFED FROM CATARRH OR A COLD

Says Cream Applied in Nostrils
Opens Air Passages Right Up.

Instant relief—no waiting. Your dogged nostrils open right up; the air passages of your head clear and you can breathe freely. No more yawning, sniffling, blowing, headache, dryness, no struggling for breath at night; your cold or catarrh disappears.

Get a small bottle of Ely's Cream Balm from your druggist now. Apply a little of this fragrant, antiseptic, soothing cream in your nostrils. It penetrates through every air passage of the head, soothes the inflamed or swollen mucous membrane and relief comes instantly.

It's just fine. Don't stay stuffed-up with a cold or nasty catarrh.

Robert Chapman, George Foley, Ellen Noyes, Helen Foley, Eleanor Chapman, Gladys Barber, Dorothy Barber, Elizabeth Eckstein and Jannette Godfrey. The hostess was well remembered with presents.

Attending Dairy Show.

Alden Fish, Charles Heath, James Pollard and Justin Dennison left in Mr. Fish's automobile Tuesday for Springfield to attend the national dairy show being held there this week.

OBITUARY.

Horace N. Wheeler.

Horace N. Wheeler, 58, died at his home on High street Monday morning after a long illness. Mr. Wheeler was the son of Capt. William E. and Peddie Heath Wheeler and was born Oct. 2, 1848. He has resided in Mystic most of his life and has been engaged in the drug business, having succeeded F. M. Manning. He was held in high esteem in the village. He was a member of St. Mark's Episcopal church and its junior warden, a member of Stonington lodge, No. 26, I. O. O. F., of Mystic encampment, No. 50, I. O. O. F., and of Charity and Relief lodge, No. 72, P. and A. M.

He leaves his wife, one son, John Wheeler, and a grandson, Reynolds Wheeler, and one brother, Charles Wheeler, of Mystic.

Delegates to Grand Lodge.

Past Chancellor Charles Craig and Keeper of Records and Seal Amos R. Chapman of Mystic lodge, No. 42, K. of P., are in Waterbury as delegates attending the grand convention of the Knights of Pythias.

At Grand Encampment.

Past Chief Patriarch Stephen J. Austin and Past Chief Patriarch George H. Griswold, Jr., of Mystic encampment, I. O. O. F., left Tuesday for Waterbury to attend the grand encampment, both being delegates from the local encampment.

Leaves for Arizona.

Mr. and Mrs. Stephen Jennings have left for Phoenix, Ariz., where they will spend the winter with their son.

MANSFIELD TRIAL AT WESTERLY

Testimony of Engineer Frederick D. Evans Most Important
Given Tuesday—Heard Accused Declare "I Had a Clear Signal"—Much Talk and Little Progress During Day—
Samuel H. Davis Takes Legal Action Against Caucus Officials.

All the exceptions noted in the trial of Charles H. Mansfield on two counts of manslaughter, in connection with the railroad wreck at Bradford, had been made and would make a voluminous volume.

George R. Anderson, signal maintainer of the New York, New Haven and Hartford railroad, who was on the witness stand when court adjourned Monday, renewed his testimony Tuesday morning. He testified that he had looked up his records, such as he had. He did not remember making repairs to the distant signal at Wood River in May or in June. If there was anything unusual with the signal he would make repairs. If signal failed to work after train passed it half a mile, he would consider that to be unusual, in a way, and he would have the matter investigated and the trouble remedied. He did not know of any such occurrence in May or June, but there might have been some trouble in July. He could not tell whether he was working in July or April. He could possibly tell of some work he did in April, but he could not tell positively without looking up the records. He had no records back of August 18, and kept his records at his headquarters in West Mystic. He did not know what became of the records, perhaps he burned them up or threw them away. He made no records of the time he was on duty, and these reports he made the supervisor and foreman, but kept no record. He made these reports without any previous memoranda, and carried no book to keep tabs on his men or their work.

All the records are gone up to August except a few leaves of the April record, which he preserved for a special purpose. Had he kept the record book it would show that these pages were in regular order. Mr. Phillips objected to the witness being asked to testify as to the time he was on duty, as he was an unwilling witness and that he was therefore required to disprove testimony, which he would not have to do if the witness would testify as to the time he was on duty. The witness testified that he was on duty at Bradford distant signal, when a telegram wire interfered with the system, was about a failure of the signal at Wood River, but he knew there was a failure there when the distant signal failed to work, and found the difficulty was in the relay. He could not tell when this occurred, but possibly in July.

Mr. Anderson knew of no other in-

They were accompanied by their daughter-in-law, Mrs. Stephen Jennings, and her son, who have spent the summer in Quimabauz.

Motoring in Maine.
Dr. and Mrs. George S. B. Leonard and Miss Bertha Foote have left on a week's automobile trip to Maine.

Miss Mary Marshall of Providence is the guest of Miss Gladys Wilcox.

Saw Two of the Games.
Carroll Bliven and Henry Denekes have returned from a week's trip to Boston, Brooklyn, Niagara Falls and Detroit. They saw two of the world's series games and are reporting a fine trip.

Heard About Town.
Dr. and Mrs. P. T. MacGowan are in Backfield, Me., called there by the death of the doctor's father, Rev. A. J. MacGowan.

Mrs. A. W. George and Mrs. Henry B. George have returned from a visit in New York.

Robert Edwards has returned from a week's stay in New York.

Stephen Morgan of San Juan, P. R., has been the guest of his aunt, Mrs. Annie Morgan Brown.

Mrs. George Keigwin is visiting her daughter, Mrs. Thomas W. Ryley, in New Haven.

Theodore Anderson is visiting his sister, Mrs. Henry Thurston, at Alendale, N. J.

Mrs. William H. Dunnack has returned from a visit in Ashaway. Mrs. John McFarland of Danielson is the guest of her daughter, Mrs. George Stott.

Mr. and Mrs. Bergen L. Greene have returned from a visit in Ashaway. Edward Schofield has returned to Hartford after a week visit to his father, E. A. Schofield.

Mrs. George Stinson has returned from a visit in Preston City.

stance when the distant signal at Wood River failed to respond. Witness said he saw two foremen Monday night and Tuesday morning but had no talk with them on this matter. He did not usually keep relays in the tower at Wood River.

He said the trouble at Wood River was due to relay signal wires being soldered by lightning. These reports he sends to his superiors and he knew nothing of their affairs.

Mr. Anderson, on redirect examination, testified that the Wood River trouble occurred on the west bound track. The relay was in position there possibly two years, and was not controlled in August of last year.

George L. Miller, who testified previously for the state, was the next witness and testified that he was foreman of the mechanical and electrical system of signals of the New London division. Reports of signal failures were made to him, but no clear failure was reported within a year, should a train pass over a signal at distant and the signal did not work properly, it would be a clear failure, unless it acted upon the overlap, that is if one should fail the other relay would catch it, and operate the signal, if all was in perfect working order. Extra relays are generally split. If one relay was in order it would trip the signal, it would be a clear failure, unless the signal remained wrong when the train reached the first home signal. He had no record of failure at Bradford, since July, reports were made to him, so far as he could remember.

Mr. Miller testified, when questioned by Mr. Phillips, that some people who did not understand the workings of the circuits would call a false clear if the distant signal failed to respond to the first relay, but where there are two circuits he would not term it a false clear until after the train passed the first home signal. Then if the distant signal failed to work, he would term it a false clear.

He said when a signal does not go back to danger he would call a false clear after a train passed over a relay.

Eugene S. Allen, of New Haven, testified he was a locomotive engineer since 1888 on the New Haven road and at present time a passenger engineer and had been such for twenty-five years. He ran trains between New Haven and Boston, at present times 38 and 7, the former west bound and the latter east bound. On July 1 of the present year, did you see a wrong distant signal at Wood River, asked Mr. Fitzgerald. Mr. Phillips objected that the witness must be proven that the signal was not out of order. He claimed it was shown by witnesses that the signal was out of order. Mr. Fitzgerald doubted that there was positive testimony on that point. Mr. Phillips claimed that the signal was out of order. He claimed that the signal was in proper working order, before such testimony is admissible. Mr. Fitzgerald proposed to show that the signal was not doing what they are supposed to do. The signals, he claimed, can work wrong any time and he was not sure that they can turn the trick, it can shut off the circuit, flow off and then the circuit operate again. The court sustained the objection.

On the 5th of July, 1916, in passing by the west bound signal at Bradford, looked it as far back as you could see, if it went back to danger, asked Mr. Phillips. Mr. Fitzgerald said he did not see the signal. Mr. Phillips asked the court's attention to testimony that said the signal was out of order. Mr. Fitzgerald said that the signal was out of order. The court sustained the objection.

The witness said he had no hold up in the section before reaching Bradford. When 867 train was at Wood River, the distant signal failed to work. The witness was temporarily withdrawn. Signal Maintainer Anderson was recalled and testified he remained the relay at Wood River about 2 o'clock in the afternoon. He said the signal failed to work about 2 o'clock after the defect was reported. He knew of no thunder storm on that day.

Mr. Allen was recalled and his testimony that he passed the Wood River distant signal at 8:04, and before the signal was out of order. Objection was sustained.

Engineer Allen was recalled to the witness stand when court resumed in the afternoon. He was familiar with the signals at Cedar Hill. Mr. Fitzgerald asked if on February 14, of the present year, the distant signal was out of order. Objection sustained. A locomotive would slide on a wet track and knock a half mile and not flatten the wheels.

Upon cross-examination, Mr. Allen said his engine and train was different than that which Mr. Mansfield operated on the night of the wreck. He had at least one experience when his engine had long way and all the wheels flattened the wheels, when on a down grade. He said he had been interested in this case from the start and was summoned to Western over three weeks ago. Any questions asked by the defense he would be glad to answer, and he would then testify to what men who were interested in Mr. Mansfield's welfare.

Percy S. Waite, of Springfield, a locomotive engineer for twenty years with the New Haven road, as its direct predecessor. He has been in the regular passenger service since that period. He had operated in the

Children Cry
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New Haven cut, and tower 79 were at the east end of the cut, and in 1912, the district signal was supposed to trip as trains passed, as at Bradford. He was asked that if on November 24, 1912, he had a clear distant signal while the train was at danger. He said he did not recall any person asking Mr. Mansfield about the signal, and he did not see Catto pass Mansfield on the track or hear him say that he deserved a gold medal. He did not hear Mr. Mansfield say to anyone that he did not see the signals.

Witness heard remarks made about the signals and Mr. Mansfield answered some of them but he said to no one that he did not see the signals. From the time witness got off the train up to the time he assisted Mr. Mansfield from the engine, the weather was thick and foggy. About 9 o'clock that night he went back to the tower signal, the weather was still damp and foggy and the rails were wet.

The court adjourned to 10:30 Wednesday morning.

Frederick S. Evans, of Norwood, Mass., a locomotive engineer in active service for twenty-four years, but not in the active service now, as he is general chairman of the Newtown system of the engineers' association. Mr. Evans said he was a passenger on train 25 on the night of the wreck and he was in the sixth car from the engine. He said he was a passenger on the train, but he was not in the engine.

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